

2 Land Use

Introduction and Background

This chapter provides land use policy direction and guidance to decision-makers as they address future land use changes. The chapter begins with a documentation of existing land use and zoning conditions, continues with a summary analysis in relation to key issues identified during the planning process, and concludes with proposed land uses and corresponding zoning modifications which support the future land use direction.

Identified Land Use Issues

Early in the planning process, Murray residents and members of the Plan Management Committee identified several key issues related to land use. This input, in combination with a review of existing data and on-site field investigations, helped organize the land use planning direction. Some of the key issues which emerged as the result of this input are summarized below:

- There is a need to preserve, protect and enhance established residential neighborhoods;
- The future land use profile should support a better balance between various uses, i.e. residential, commercial, industrial;
- Land use modifications are necessary to create better transitions between incompatible land uses;
- Zoning changes should be made that support a comprehensive land use vision;
- Future land use decisions should maximize limited development opportunities in a community that is approaching build-out;
- Land use modifications should be made to help preserve open space, enhance neighborhood development, support pedestrian connections, and provide for a better mix of uses; and
- Land use decisions should be integrated with transportation needs in order to create a functional and balanced community.

Existing Land Use

Murray is home to a wide mix of residential, commercial and industrial areas, and numerous support services such as schools, offices, medical facilities, parks and open spaces. In an effort to verify existing land uses and to help clarify known conflict areas in the City, a limited “windshield” survey was conducted. Key parcels were visually inspected, crosschecked with aerial photographs and other mapped data, designated on field maps, and updated. To summarize, Murray City contains slightly less than 7,600 acres of land, including all roads, rail reserves and other transportation corridors. Table 2-1 provides a breakdown of the various land uses and the approximate number of acres allocated to each. Map 2-1 illustrates the distribution of existing land uses. A general summary of each land use category is provided below.

Residential

Residential uses are the primary land use in Murray City, representing more than forty percent of all land uses. The overwhelming bulk of residential uses are located in large, well-designed and stable neighborhoods. As described in more detail below, residential land uses encompass a range of densities, home types, and neighborhood patterns and conditions.

Residential Single Family – Low Density

Low-density single family homes represent the largest single land use in Murray, accounting for nearly one third of all land in the City. Most of the homes in these areas are clustered within well-defined, contiguous neighborhoods spread throughout the community. The remaining residential uses are small groupings and individual homes scattered within non-residential precincts, commercial and industrial in particular. Most low-density single-family homes are located on lots that range from 6,000 to 10,000 square feet. The majority of these homes are relatively new, although there are pockets of older, low-density homes located throughout much of the city.

Residential Single Family – Medium Density

Accounting for just over two-percent of the total land area, this group includes smaller homes located on lots 6,000 square feet or less. Scattered throughout the City, medium density single family homes encompass a range of new and old structures, and include two mobile home parks.

Residential Multiple Family – Low Density

Accounting for just over two-percent of the total land in Murray, this class encompasses more than a dozen low-density garden court projects as part of small and large planned unit developments. Nearly all of these housing types are located east of State Street, and most projects are well maintained and well-landscaped.

Residential Multiple Family – Medium Density

This group is also typified by planned unit developments, with taller walk-up structures and greater density structures most dominant. Accounting for three-percent of the total land area, medium density multi-family units are well represented in most of the residential neighborhoods. Most sites tend to be located near major roads such as Murray Boulevard, 5600 South and 700 East, and include private open space, park and recreation amenities.

Residential Multiple Family – High Density

Accounting for one-percent of the total land area, this category encompasses higher-density and taller condominium and apartment projects. In contrast to the low and medium density multiple family uses, these projects tend to have minimal open space amenities.

Table 2-1
Existing Land Use

Land Use Category	Acres	Percent of Total Acres
Residential Single Family – Low Density	2480.5	32.8
Residential Single Family – Medium Density	197.9	2.6
Residential Multiple Family – Low Density	159.5	2.1
Residential Multiple Family – Medium Density	232.5	3.1
Residential Multiple Family – High Density	76.1	1.0
Civic and Institutional	321.6	4.5
Commercial	601.5	7.9
Office	208.7	2.8
Industrial	482.6	6.4
Parks and Open Space	661.5	8.7
Cemetery	20.8	0.2
Transportation and Utility	44.4	0.6
Vacant and Agricultural	427.9	5.2
Waterway	72.0	1.0
Transportation Corridors (street and railway rights-of-way)	1581.1	20.9
TOTAL LAND AREA	7568.6	100.0

Civic and Institutional

Civic and institutional uses include schools, churches, Cottonwood Hospital, Murray City Hall, fire stations, police facilities and other public offices and facilities. Nearly five percent of Murray's land area is in institutional use, the largest single use being Cottonwood Hospital.

Commercial

Almost eight-percent of the total land in Murray is commercial. Much of the commercial development is located along State Street, at three nodes along 900 East, and along 4500 South west of Interstate 15.

State Street commercial areas provide some local services, but function mainly as regional retail shopping for people outside of the community. Some key State Street commercial uses include Fashion Place Mall, various car dealerships, and the new Costco/Eagle Point retail centers at 5300 South. The 900 East commercial nodes also focus on regional shopping needs, but also include neighborhood uses such as supermarkets and specialty stores. With the exception of Fashion Place Mall, most commercial uses are single-story structures. The scale of commercial operations range from small shops to large "big box" buildings.

Office

Accounting for nearly three-percent of the total land in the City, offices are concentrated around Interstate 15 at 5300 South. Smaller areas are found along the State Street and 900 East commercial areas, along 4500 South east of State Street, and along the south edge of Winchester Street between State Street and 900 East. The majority of office uses are smaller and lower in height, although some taller structures are also evident.

Industrial

Industrial uses account for more than six-percent of the total land. Most industrial uses are centered in a broad corridor between Interstate 15 and the TRAX rail line, with another large grouping located west of Interstate 15 between 4800 South and the north city limits. Murray's industries tend to represent a broad range of uses, including older production facilities, newer storage uses, some modern manufacturing and assembly stations, and industrial/office combinations.

The original smelters, mills and other heavy industries that typified Murray's industrial base have been replaced and/or redeveloped with service-type industries or other uses during the past several decades. Many of the original industrial sites have only been partially redeveloped, and include substantial portions of underutilized and vacant land, and dilapidated buildings.

Parks and Open Space

Representing nearly nine-percent of the total land in Murray is a well-developed system of parks and open space. Dominated by the Jordan River Parkway at the western fringe of the city and Murray Park in the center, other key park and open spaces are Mick Riley Golf Course, Murray Parkway Golf Course, numerous neighborhood and local parks, and an open, contiguous power corridor near the west edge of the city.

Cemetery

At just over 20 acres, Murray City Cemetery is a public facility. It is the only cemetery in Murray City.

Transportation and Utility

Accounting for less than one-percent of the total land area in Murray, this category includes three light rail/TRAX stations, the Murray Power generation plant, electrical substations, public maintenance facilities, and a large satellite dish/microwave tower station.

Vacant Land and Agricultural

This category accounts for nearly six-percent of land in the City. Key vacant uses include the former ASARCO Smelter site west of State Street and 5300 South (currently being redeveloped with the IHC Regional Medical Center and Costco), a large swath of land straddling the Union Pacific rail line from 4500 South north to the city limits (slated for transit-oriented redevelopment as part of the Murray North TRAX Station neighborhood), and a large piece of land adjacent to a mobile home park at 700 West and Winchester Street.

Agricultural parcels are scattered throughout the area, particularly within residential neighborhoods, and along the banks of the Jordan River, Big Cottonwood Creek and Little Cottonwood Creek. Most agricultural sites are remnants from earlier times when the area was agricultural in nature, and currently serve only marginal agricultural purposes. Nearly all include a home or home on lots ranging from less than one-half acre to nearly five acres. Many of the largest agricultural holdings are located near fertile soil areas adjacent to the Jordan River.

Waterways

The three waterways in Murray are the Jordan River, Big Cottonwood Creek and Little Cottonwood Creek. The Jordan River includes large tracts of designated open space in the southern and central reaches that form the Jordan River Parkway. In contrast, Big Cottonwood Creek and Little Cottonwood Creek are limited to narrow creek beds, and in most locations are not officially designated as open space or waterway corridors, particularly when passing through and between private properties.

Transportation Corridors

Accounting for more than one-fifth of the total land area, this category includes all public road and rail reserves within the City. Key transportation corridors include Interstate 15, Interstate 215, and the Denver and the Rio Grande/UTA TRAX line.

Existing Zoning

There are seventeen zoning classifications in place in Murray City – one agricultural, ten residential, three commercial, one industrial, an open space zone, and one hospital zone. Map 2-2 illustrates the distribution of zoning districts, and Table 2-2 lists the percentage of land covered by each zone. A short description of the general intent and uses allowed in each zone is presented in the following text.

Agricultural Zone

The purpose of the agricultural zone is to encourage and maintain agricultural uses and open spaces. This zone is intended to include activities associated with light agricultural uses, while allowing single family dwellings and parks. The minimum lot area for agricultural uses is one acre.

Residential Zones

There are ten Residential Zones, which together account for more than half of the total acreage in the city. Most of the residential zones encourage single-family dwellings on relatively large lots (6,000 to more than 20,000 square feet). However, all zones except the residential mobile home zone allow planned unit developments or dwellings groups as a conditional use. The planned unit development (PUD) zone allows for clustering of buildings and mixed use. In addition, developers can obtain density bonuses in multiple-family residential zones through a conditional use permit by meeting criteria set forth in the Murray City Zoning Ordinance for urban design/neighborhood compatibility, energy efficiency, structure design, landscaping, building materials, and parking facilities. In addition, residential uses are allowed in all zones as part of mixed use developments. Table 2-3 describes the general purpose and lot requirements for each residential zone.

Table 2-2
Existing Zoning

Zoning Category	Percent of Total Land Area
A-1 Agricultural	7.0
R-1-6 Single Family Low Density Residential	2.3
R-1-8 Single Family Low Density Residential	39.6
R-1-10 Single Family Low Density Residential	4.1
R-1-12 Single Family Low Density Residential	0.2
R-M-10 Multiple Family Medium Density Residential	4.0
R-M-15 Multiple Family Medium Density Residential	2.4
R-M-20 Multiple Family High Density Residential	0.8
R-M-25 Multiple Family High Density Residential	0.0 ¹
R-M-H Mobile Home Residential	1.3
C-N-C Commercial Neighborhood Conditional	0.7
C-D-C Commercial Development Conditional	13.5
G-O General Office	2.9
M-G-C Manufacturing General Conditional	15.1
O-S Outdoor Space	5.7
H Hospital	0.4
Total	100.00

Commercial Zones

The **Commercial Development Conditional Zone (C-D-C)** accommodates businesses, commercial, entertainment, and other related activities that serve the community and surrounding areas. Uses allowed in this zone are intended as part of local and regional shopping centers. Most retail, commercial, office, and entertainment uses are permitted in this zone, or are permitted as conditional uses.

¹ The R-M-25 Zone was established during the planning period, accounting for the absence of corresponding zoned land.

Table 2-3
Existing Zoning: General Description of Residential Zones

Residential Zone	Lot Size	Purpose
R-1-6	6,000 sq. ft. min.	Single-family medium density residential. Intended to provide varied housing style and character. PUD as conditional use.
R-1-8	8,000 sq. ft. min.	Single-family low density residential. Intended to encourage and promote family environment. PUD as conditional use.
R-1-10	10,000 sq. ft. min.	Single-family low density residential. Intended to encourage and promote family environment. PUD as conditional use.
R-1-12	12,000 sq. ft. min.	Single-family low density residential. Intended to encourage and promote family environment. PUD as conditional use.
R-1-14	14,000 sq. ft. min.	Single-family low density residential. Intended to encourage and promote family environment. PUD as conditional use.
R-1-20	20,000 sq. ft. min.	Single-family low density residential. Intended to encourage and promote family environment. PUD as conditional use.
R-M-10	8,000 sq. ft. min. for one unit; 11,000 sq. ft. min. for 2 units; more than 2 units at rate of 7 units per acre	Multiple-family low density residential. Intended to allow opportunity for varied housing styles and character. PUD as conditional use.
R-M-15	8,000 sq. ft. min. for one unit; 10,000 sq. ft. min. for 2 units; more than 2 units at rate of 12 units per acre	Multiple-family medium density residential. Intended to allow opportunity for varied housing styles and character. PUD as conditional use.
R-M-20	8,000 sq. ft. min. for one unit; 10,000 sq. ft. min. for 2 units; more than 2 units at 17 units per acre	Multiple-family high density residential. Intended to allow opportunity for varied housing styles and character. PUD as conditional use.
R-M-25	8,000 sq. ft. min. for one unit; 10,000 sq. ft. min. for 2 units; more than 2 units at 22 units per acre	Multiple-family high density residential. Intended to allow opportunity for varied housing styles and character. PUD as conditional use.
R-M-H	6,000 sq. ft. min. for one unit; 10 acres min. for any mobile home development	Residential mobile home zone. Intended to provide residential environment that accommodates mobile homes and is characterized by attractively landscaped mobile homes and modular units with amenities comparable to any other residential development. Intended to assure high degree of compatibility with adjacent residential development. Must be developed under one plan.

The **Commercial Neighborhood Conditional Zone (C-N-C)** is essentially a neighborhood commercial zone that allows commercial and service uses for surrounding neighborhoods, usually within a convenient walking distance. This district makes up 0.6 percent of the total land area. Permitted uses include shops for electrical supplies; hardware; variety stores; food; apparel and accessories; furniture; electronics; office equipment and supplies; eating places; book stores; sporting goods; garden supplies; banking; dry cleaning; beauty and barber services; massage therapy; locksmiths; and postal services, among others. The regulations for this zone ensure that uses fit with the surrounding neighborhood scale and character, and that facilities will meet the needs of users. Some conditional uses that can be considered in this zone include department stores, libraries, day nurseries, libraries, and gas stations.

The **General Office Zone (G-O)** is intended to allow a wide variety of office uses in an attractive environment. This zone places significant emphasis on the physical quality of facilities to ensure a pleasing environment and achieve compatibility with the surrounding neighborhood. Uses allowed in this zone include pharmacies, optical shops, professional services, business services, governmental services, and miscellaneous service organizations. Conditional uses that may be allowed in this zone include restaurants, portrait photography; nursery, primary, and secondary education uses; day nurseries; universities, colleges, junior colleges and professional school education facilities.

Industrial Zone

The **Manufacturing General Conditional Zone (M-G-C)** covers areas where light industrial applications are desired. This zone imposes regulations that ensure the safety and quality of the environment within the district and surrounding areas. Some permitted uses in this zone include food preparation, furniture manufacture, wholesale trade, repair services, and veterinarian and animal hospital services. Conditional uses include meat packing and processing; grain mills, millwork, paper product manufacture; aircraft and motor vehicle parts and accessories, transit stations and maintenance yards, power plants, waste facilities, petroleum pump stations, fairgrounds and amusement parks, and sport activities.

Open Space Zone

The **Outdoor Space Zone (O-S)** is intended to accommodate and protect open space resources for the public good and prevent encroachment from incompatible uses. Permitted uses in this zone include governmental services, sport activities, playgrounds and athletic areas, swimming areas, boat rentals and boat access sites, sport fishing sites, picnicking areas and parks. Conditional uses can include cemeteries, educational and cultural activities, amphitheaters, sports assembly, public assembly, fairgrounds, riding academies and recreation uses.

Hospital Zone

The **Hospital Zone (H)** is intended to accommodate hospitals and related medical facilities in a way that blends harmoniously with the surrounding neighborhood and uses. Special attention to site layout and design is required in order to minimize impacts on surrounding residential areas. Allowed uses include medical and other health services. Conditional uses that maybe allowed include heliport pads, communication facilities, protective functions and related activities, and day nurseries.

Land Use and Zoning Analysis

Over the years Murray has been transformed from a lightly populated agricultural settlement into a sophisticated urban community. According to the policies and visions of the day, vacant land has been slowly converted into properties occupied by homes, factories and schools. In most cases the decisions taken have resulted in a harmonious community. In a few others, the outcome has been less positive, resulting in areas of incompatibility and conflicting land use patterns.

The need for better land use transitions was one of the main concerns expressed by the public and others during the early stages of this planning process. Finding ways to deal with established land use problems is one the primary goals of this Plan. As described below and detailed in Appendix B, three key relationships were investigated to help develop a rational approach for improving future land use relationships in Murray City.

Vacant Land and Under-utilized Land Analysis

Key vacant and underutilized sites were investigated to determine possible areas for future commercial redevelopment and intensification. To summarize, the most significant vacant and underutilized parcels are concentrated in commercial and industrial areas near the three TRAX stations and the Interstate freeway system. Smaller concentrations are situated near Fashion Place Mall, and within and around the Neighborhood Commercial area centered at 900 East and 5600 South.

Land Use and Zoning Conflict Analysis

There are several areas in Murray where existing zoning does not match the intended land use, and vice versa. Parcels that are zoned residential but are occupied by non-residential uses generally indicate the presence of a non-conforming use within a residential neighborhood. There are relatively few instances of this type of conflict, the few examples tending to be located on the edges of residential neighborhoods. Areas where non-conforming uses occur have for the most part been mitigated to reduce the negative effects to adjacent residences.

A land use/zoning conflict that is of greater concern occurs where residential uses are located in areas zoned for non-residential uses. Also tending to occur at the edge of established residential neighborhoods, this pattern typifies residential precincts that have been rezoned for higher uses and are awaiting redevelopment. The existing residential uses are placed in a "holding pattern" awaiting transformation, while investment and basic maintenance is curtailed, resulting in a deteriorated neighborhood condition. Left unchecked, the declining environment often spreads to the adjacent residential neighborhoods, reducing resident confidence in the future of their neighborhood. In some cases deteriorated conditions can lead to additional requests for zoning changes, and incremental neighborhood deterioration.

"Hot Spot" Analysis

A number of areas experiencing land use and zoning problems were identified early in the planning process, and investigated in detail. Encompassing individual sites, entire neighborhoods, and segments of roads and transportation nodes, these areas present particular challenges to the growth and development. Some of the main "Hot Spot" areas include (1) Winchester Street; (2) 900 East; (3) State Street, (4) the Fashion Place Mall/Cottonwood Hospital area; (5) the Intermountain Health Care Regional Medical Center/Costco area, (6) the Commerce Drive area, and (7) the three Murray TRAX Station sites.

Summary Analysis

Areas with poor land use relationships and transitions are of great concern to the community. Identified problem areas will require substantial change and modification in order to stabilize and improve. There is a need to coordinate and rationalize land use and zoning in a manner that meets the long-term goals of the community. Since Murray is nearly built-out, vacant land is at a premium.

The development of vacant and underutilized parcels should be encouraged and carefully considered to ensure that the long-term needs of the community are addressed as individual land use decisions are made. Zoning modifications are necessary to ensure that the long-term planning vision for Murray City is met, and that neighborhood stability is achieved.

Land Use Concept

As illustrated in Map 2-3 and described below, the Land Use Concept illustrates the future land use vision for Murray City, and highlights some of the general modifications necessary for improving existing land use relationships.

To summarize, the Land Use Concept modifies existing land use profiles and current directions of growth, particularly in the commercial core of Murray City, and along the edges of existing residential neighborhoods. The concept embraces Murray as an emerging regional power, where additional economic and land use development is desired but land resources are limited.

In order to maximize the use of limited land resources, new and concentrated commercial and mixed uses are proposed within the Commercial Core between State Street and Interstate 15, taking good advantage of nearby "critical mass" projects such as the IHC Regional Medical Center/Costco and Eagle Point shopping center. The Land Use Concept takes advantage of enviable transportation infrastructure (I-15, 1-215, TRAX, regional rail and Cottonwood Street) and the limited availability of vacant or "greenfield" land.

As the Commercial Core is redeveloped and concentrated, Murray's residential neighborhoods should be strengthened and protected. Future development should respect established neighborhoods, and avoid neighborhood fragmentation and land use incompatibility, particularly along the edges of existing residential neighborhoods.

The Planning Concept acknowledges a need to make changes and compromises, but not in an all-encompassing fashion. Change should be carefully implemented, with appropriate tools applied on a case-by-case basis. Land use transitions, architectural controls, design guidelines and mixed-use development patterns are key mechanisms for meeting this goal.

Future Land Use

The changes necessary for making the Land Use Concept a reality is illustrated in Map 2-4 (Future Land Use). As described in the following text and tables, the Future Land Use envisioned for Murray City will require time, perseverance and a clarity of vision on the part of those charged with implementing this plan.

Summary of Proposed Land Use Changes

- The **residential** mix will increase slightly, primarily the result of medium-density single-family infill development on vacant and agricultural land, and as part of mixed-use projects.
- **Mixed use** development will be introduced in core areas, providing opportunities for creating live/work neighborhoods that fit in with existing commercial and light industrial uses, and that take advantage of TRAX stations and transportation infrastructure.
- **Civic and community** land will decrease substantially, primarily the result of reclassifying particular uses as part of other categories.
- The amount of **commercial** land will increase slightly, the result of infill development on vacant land, and land changes within the central core area.
- **Office** uses will increase, primarily along key transit ways and within the core commercial area.
- The amount of land dedicated to **parks, open space and trails** will increase substantially. This the result of (1) designation of continuous open space corridors along the Jordan River, Big and Little Cottonwood Creeks and other open space corridors; (2) official designation of parks as part of this land

Table 2-4

Future Land Use

Land Use Category	Acres	Percent of Total Acres	Percent Change from 2002 Existing Land Use
Residential Single Family – Low Density	2442.1	32.3	-2%
Residential Single Family – Medium Density	235.6	3.1	+18%
Residential Multiple Family – Low Density	167.5	2.1	+4%
Residential Multiple Family – Medium Density	235.7	3.0	+1%
Residential Multiple Family – High Density	75.8	1.0	-3%
Mixed Use	473.4	6.2	New Category
Civic and Institutional	258.4	3.4	-25%
Commercial	617.6	8.1	+2%
Office	280.5	3.6	+33%
Industrial	315.4	4.2	-35%
Medical	72.6	0.9	New Category
Parks and Open Space	711.8	9.6	+7%
Cemetery	20.8	0.3	no change
Transportation and Utility	42.7	0.6	no change
Transportation Corridor	1558.8	20.6	no change
Waterway	59.9	1.0	no change
Total Area	7568.6	100.00	-

use category²; and (3) the introduction of a limited number of new community and local parks (see Chapter 6 for details.)

Other land use changes or modifications include:

- "Drawing a line" around existing commercial precincts to protect adjacent residential areas. New land uses at the perimeter of existing residential areas should help stabilize existing neighborhoods and support the creation of a quality residential environment.
- Creating large mixed-use districts in the city core to accommodate a range of commercial and residential uses. Mixed-use development will also support redevelopment and densification, maximize the advantage supplied by TRAX and commuter rail proximities, and help create a more diverse and responsive core district.
- Encouraging mixed-use development in the Historic Downtown area to help stabilize the unique neighborhood profile and increase 24-hour activity in the area. Land uses in adjacent residential areas should also be stabilized to support the historic nature of the area, and the Historic Residential Area east of Historic Downtown should support mixed uses.
- The civic/institutional land use profile around City Hall should be maintained, with city hall remaining in its present location as a landmark institution. The former county fair grounds and southern portion of Murray Park should continue to redevelop into a site for major civic, cultural and recreational uses, with park and visitor uses such as hotels further to the south.

² At present most, but not all, parks are classified as residential land uses.

- The IHC Regional Medical Center site should take advantage of Little Cottonwood Creek as a usable and aesthetic parkway. Hospital buildings and service areas should be designed and sited to provide a continuous, pleasant and generous pedestrian passage through the site from the north, south, east and west, particularly to accommodate pedestrian movement between Historic Downtown and Murray Central TRAX Station.
- Mixed used development should be encouraged around the IHC site and Historic Downtown to help create a more thriving city center and entertainment district, and to provide downtown housing options.
- Current efforts to transform Historic Downtown into a cultural center should be maintained, but not necessarily as a major source of tax revenue. The fine-grain streets, historic character, existing entertainment uses and unique State Street setting should be maintained in a effort to make Historic Downtown a unique, pedestrian-oriented cultural destination.
- Land use changes along Big and Little Cottonwood Creeks and the Jordan River should be implemented. The result should be an interconnected and meaningful open space system.
- Existing uses along State Street should be cleaned up and beautified.
- State Street auto dealerships should be encouraged to maintain operations at existing locations and within existing commercial boundaries.
- State Street should be enhanced to become the main connector between hospital and medical uses, auto dealerships, and Fashion Place Mall. New entertainment and office uses should be encouraged throughout the State Street area.
- State Street north of 4800 South should be redeveloped as part of the Historic Downtown mixed use neighborhood.
- Cottonwood Street should be developed with land uses that are compatible with adjacent and nearby residential, Transit-Oriented Development (TOD) and mixed-use areas. This corridor could be the site for smaller start-up business and incubator space.
- 900 East is changing, and will require additional analysis. Additional design investigations should evaluate the conversion of 900 East corridor into a parkway that links Wheeler Farm, residential and business uses with important community gateway locations.
- The corner property south of Wheeler Farm should retain a strong open space presence that supports the park.
- Winchester Street should be developed into a green parkway, linking Wheeler Farm in the east with Jordan River Parkway to the west.
- 4500 South from 700 West to State Street should be transformed into a major commercial corridor. Redevelopment should maximize the advantage of nearby freeway access points and scheduled roadway improvements.
- Transportation improvements should be focused in the central core area, west of State Street and east of I-15. Improvements to east-west running streets east of State Street should be a second priority, and should not conflict with the established character of the residential neighborhoods.

Corresponding Zoning Changes

The specific zoning changes required to achieve the future land uses described above are illustrated in Map 2-5.

Goals and Policies

- Goal:

To bring the Murray City Zoning Ordinance into conformance with the updated 2003 General Plan.
- Policy:

To rewrite the Murray Zoning Ordinance to achieve a more workable and current ordinance that supports the General Plan.

Implementation Measure: Modify the Official Zoning Map to reflect the zoning changes illustrated in Map 2-4 (Future Land Use) and Map 2-5 (Proposed Zoning Changes).

Implementation Measure: Modify the Official Land Use Plan to reflect the changes illustrated in Map 2-4 (Future Land Use).

Implementation Measure: Rezone currently zoned Agricultural land to a more appropriate zone according to the Future Land Use Map, and transition the Agricultural Zone out.

Implementation Measure: Ensure that all public parks, utility rights-of-ways used for trails and recreational purposes, buffers, golf courses, and other open spaces are designated as open space. Rezone all open space uses accordingly.

Implementation Measure: Create a mixed-use development zone in which a mixture of residential, commercial, recreational, entertainment, office, and civic uses is encouraged and supported. Architectural and site development standards should be developed and strictly enforced. Rezone all Mixed Use Areas accordingly.

Implementation Measure: Establish new and revised commercial zoning classifications that accomplish transit-oriented development, Historic Downtown development standards, Medical campus and mixed use opportunities such as those referred to in Maps 2-4 to 2-7.

Implementation Measure: Do not allow new commercial development in transitional areas adjacent to residential neighborhoods.

- Goal:

To preserve and protect the quality of life for viable residential neighborhoods. (Also see Chapter 3 – Urban Design)

Policy:

Establish, enhance and maintain appropriate transitions, buffers, and screens to protect residential neighborhoods from encroachment by inappropriate commercial, industrial, and other uses that have incompatible characteristics.

Implementation Measure: Identify existing residential neighborhood edges that require stabilization.

Implementation Measure: Require buffers, screens, and transitional uses in the zoning and development ordinance and develop a palette of possible treatments as examples for implementation.

Implementation Measure: Enhance the image of residential streets where necessary with street trees, pedestrian-scale lighting, and other street furnishings.

Implementation Measure: In order to retain a strong open space presence, require additional site review for development of the vacant corner property south of Wheeler Farm.

- Policy:

Ensure that public heath and safety is addressed as the City develops and changes.

Implementation Measure: Locate sites for all necessary public facilities, including a new east-side fire station.

Goal: Stimulate redevelopment of deteriorating and threatened areas of the city.

Policy: To identify areas where redevelopment will most benefit the city and where market driven redevelopment is most appropriate.

Implementation Measure: Establish site development and design guidelines to ensure quality development that is consistent with the Murray City General Plan.

Implementation Measure: Develop partnerships for both RDA and market-driven projects to maximize the benefit to the community.

Goal: Master Plan around transit oriented development opportunities.

Policy: Continue on-going communications with Utah Transit Authority concerning the three existing TRAX stations and the development of a commuter rail station in Murray.

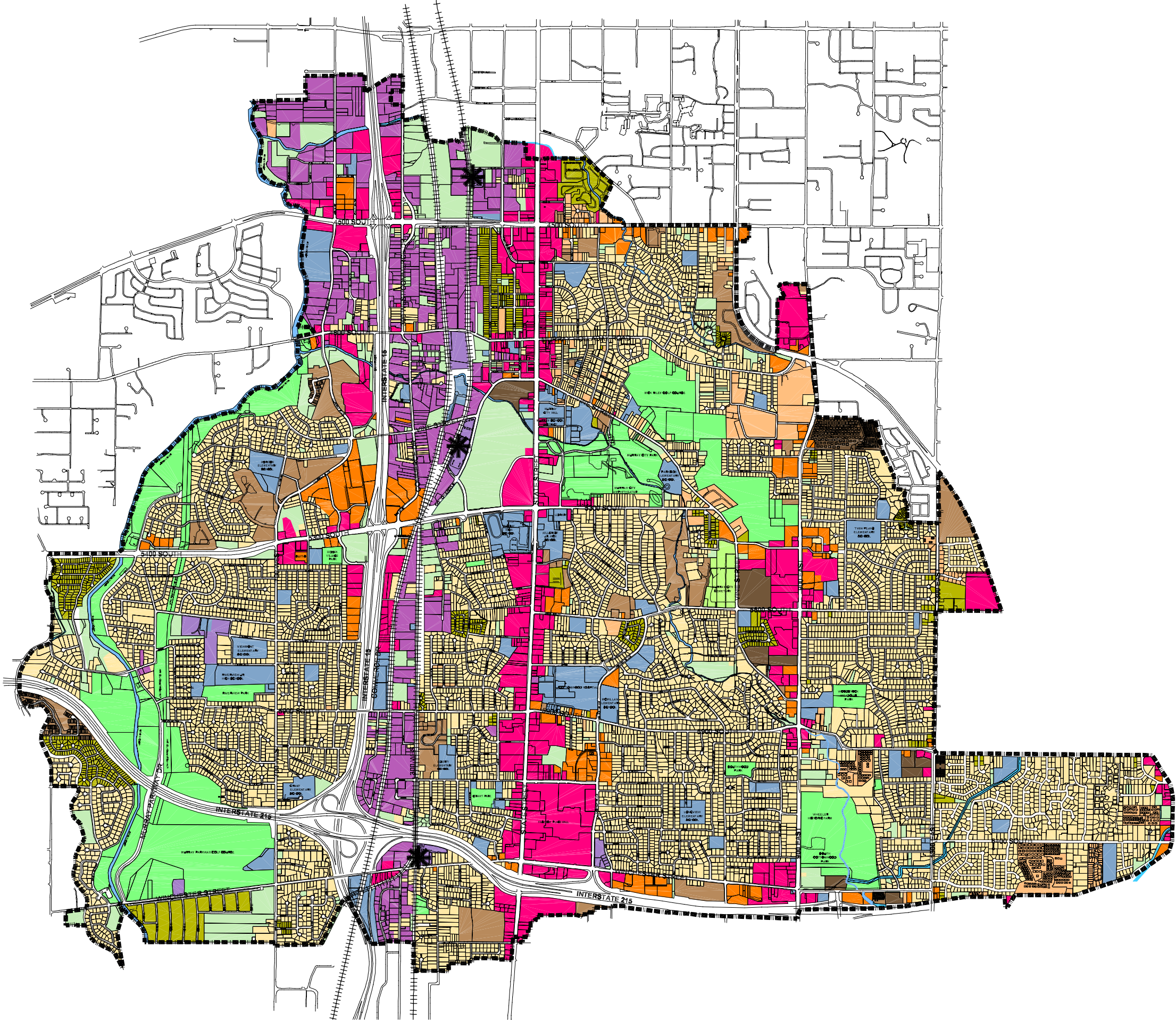
Implementation Measure: Define Transit Oriented Development (TOD) districts.

Implementation Measure: Coordinate with UTA and WFRC in the development of a plan for the commuter rail station.

Implementation Measure: Prepare a detailed study for the proposed commuter rail station.

Murray City General Plan Revision/Update

Existing Land Use



- COMMERCIAL RETAIL
- INDUSTRIAL
- OFFICE
- PARKS AND OPEN SPACE
- PUBLIC- QUASI-PUBLIC (CHURCHES, SCHOOLS, GOVT)
- RESIDENTIAL MULTI-FAMILY LOW DENSITY
- RESIDENTIAL MULTI-FAMILY MEDIUM DENSITY
- RESIDENTIAL MULTI-FAMILY HIGH DENSITY
- RESIDENTIAL SINGLE FAMILY LOW DENSITY
- RESIDENTIAL SINGLE FAMILY MEDIUM DENSITY
- VACANT AND AGRICULTURAL
- CEMETERY
- UTILITY AND TRANSPORTATION
- WATER PATH

UTA Trax Station
Rail Line
Municipal Boundary

0' 600' 1200' 2400'



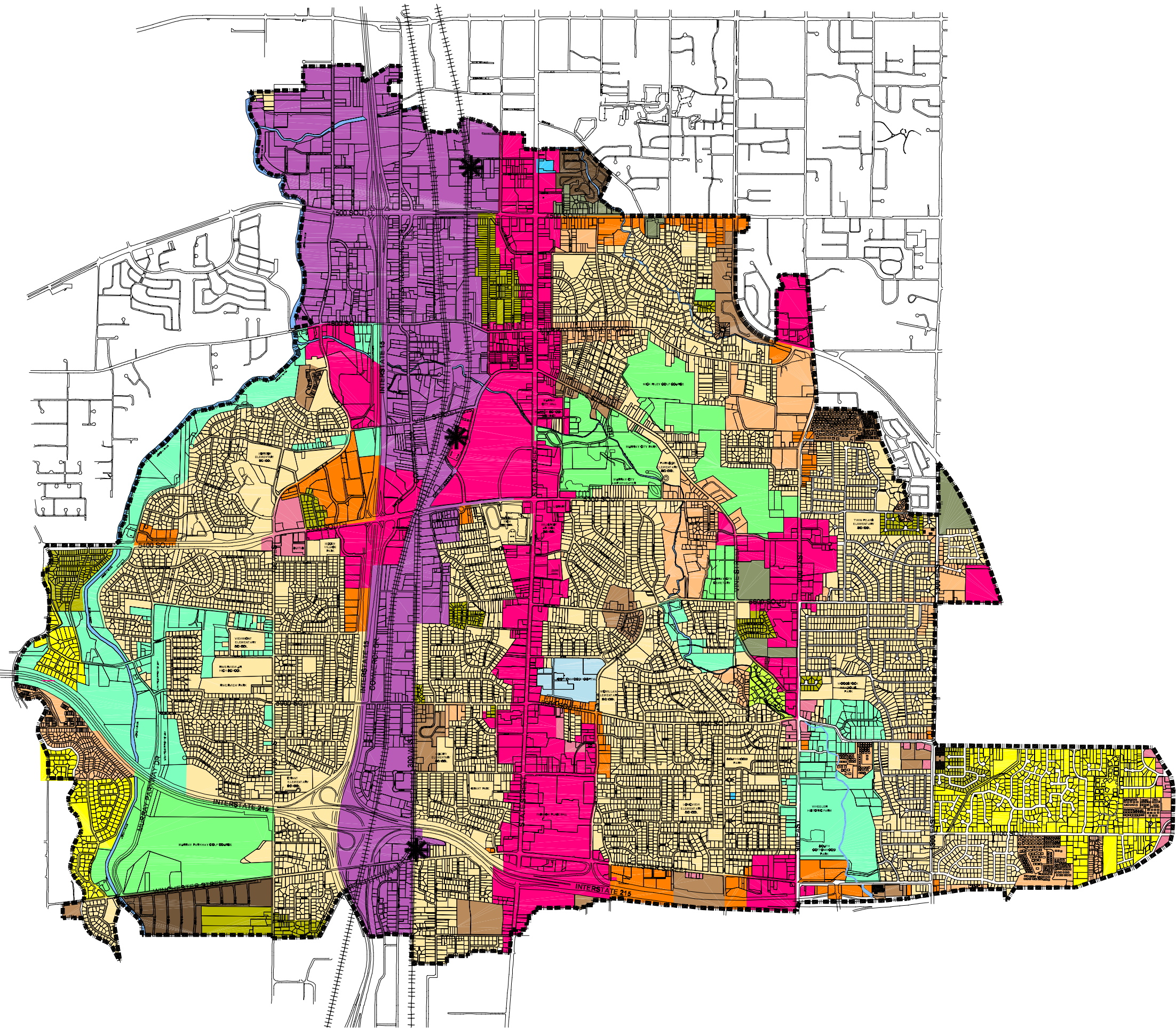
Map 2-1
APRIL 2003



LANDMARK
DESIGN
LANDSCAPE ARCHITECTURE
AND LAND PLANNING
JESSA HIGGINS DRIVE
SALT LAKE CITY
UTAH 84108
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Murray City General Plan Revision/Update

Existing Zoning



- A-1 (Agricultural)
- C-D-C (Commercial Development Conditional)
- C-N-C (Commercial Neighborhood Conditional)
- G-O (General Office)
- H (Hospital)
- M-G-C (Manufacturing General Conditional)
- O-S (Open Space)
- R-1-12 (Residential Single Family Low Density)
- R-1-10 (Residential Single Family Low Density)
- R-1-8 (Residential Single Family Low Density)
- R-1-6 (Residential Single Family Medium Density)
- R-M-10 (Residential Multi-Family Low Density)
- R-M-15 (Residential Multi-Family Medium Density)
- R-M-20 (Residential Multi-Family High Density)
- R-M-H (Residential Mobile Home)
- S-L-CO (Salt Lake County)

 UTA Trax Station
 Rail Line
 Municipal Boundary

0' 600' 1200' 2400'



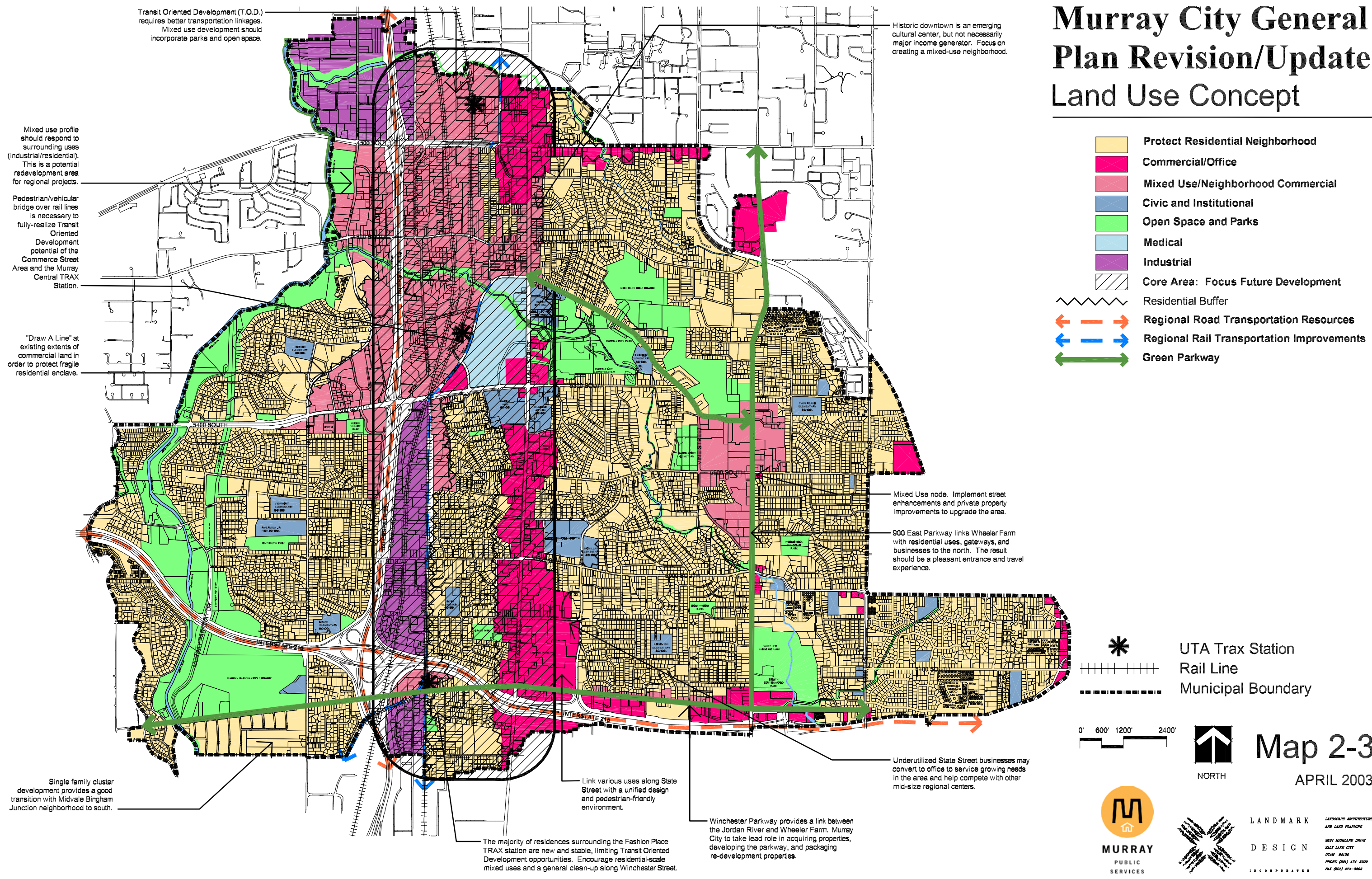
Map 2-2
APRIL 2003



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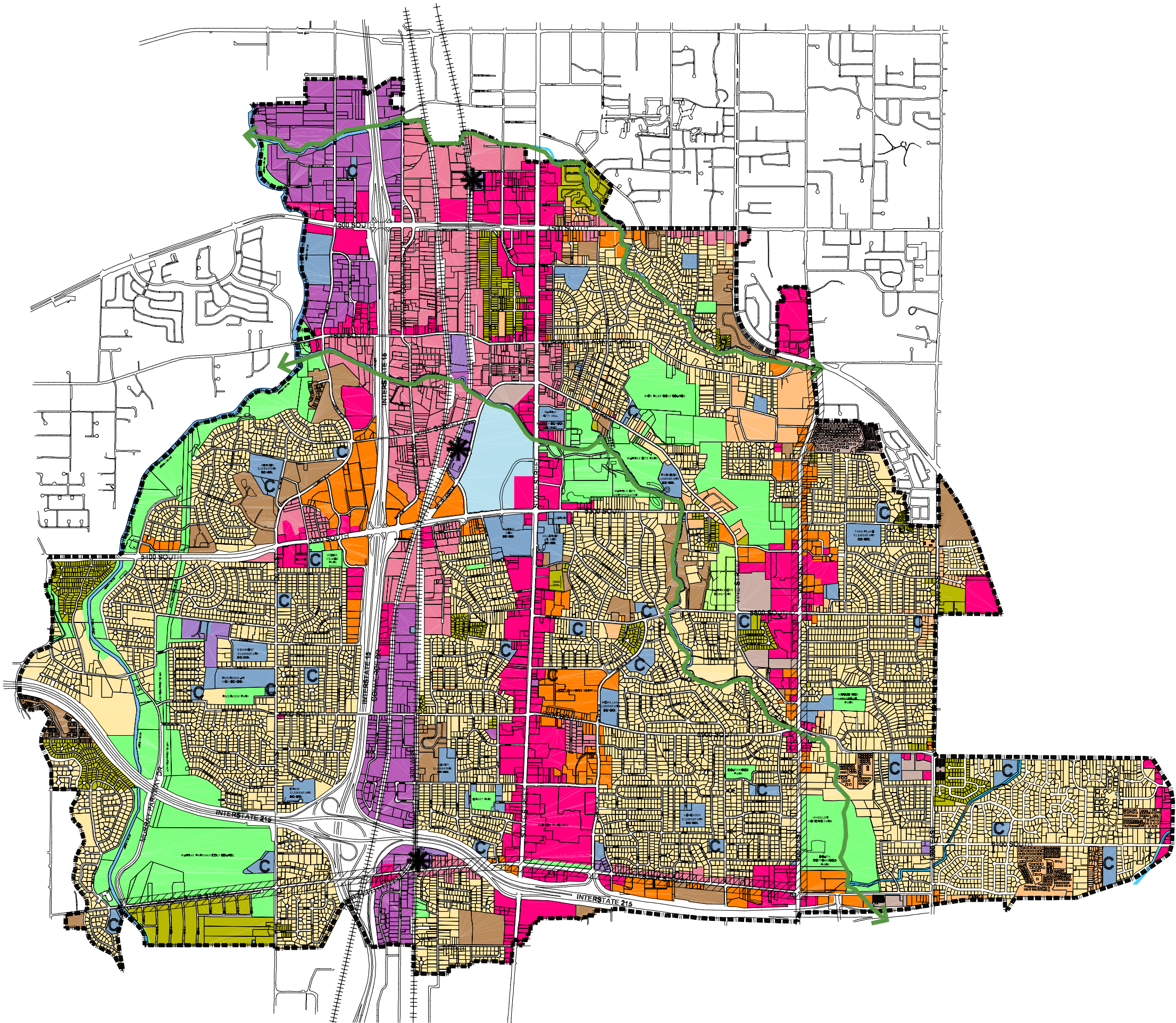
Murray City General Plan Revision/Update

Land Use Concept



Murray City General Plan Revision/Update

Future Land Use



- RESIDENTIAL SINGLE FAMILY LOW DENSITY
- RESIDENTIAL SINGLE FAMILY MEDIUM DENSITY
- RESIDENTIAL MULTI-FAMILY LOW DENSITY
- RESIDENTIAL MULTI-FAMILY MEDIUM DENSITY
- RESIDENTIAL MULTI-FAMILY HIGH DENSITY
- MIXED USE
- COMMERCIAL RETAIL
- OFFICE
- INDUSTRIAL
- PUBLIC- QUASI-PUBLIC (CHURCHES, SCHOOLS, GOVT.)
- MEDICAL
- PARKS AND OPEN SPACE
- CEMETERY
- TRANSPORTATION / UTILITY
- WATER PATH
- C CHURCH
- SPECIAL PARKWAY DEVELOPMENT AREA (WINCHESTER/900 EAST)
- OPEN SPACE TRAIL CORRIDOR

* UTA Trax Station
+ + + + + Rail Line
- - - - - Municipal Boundary

0' 600' 1200' 2400'



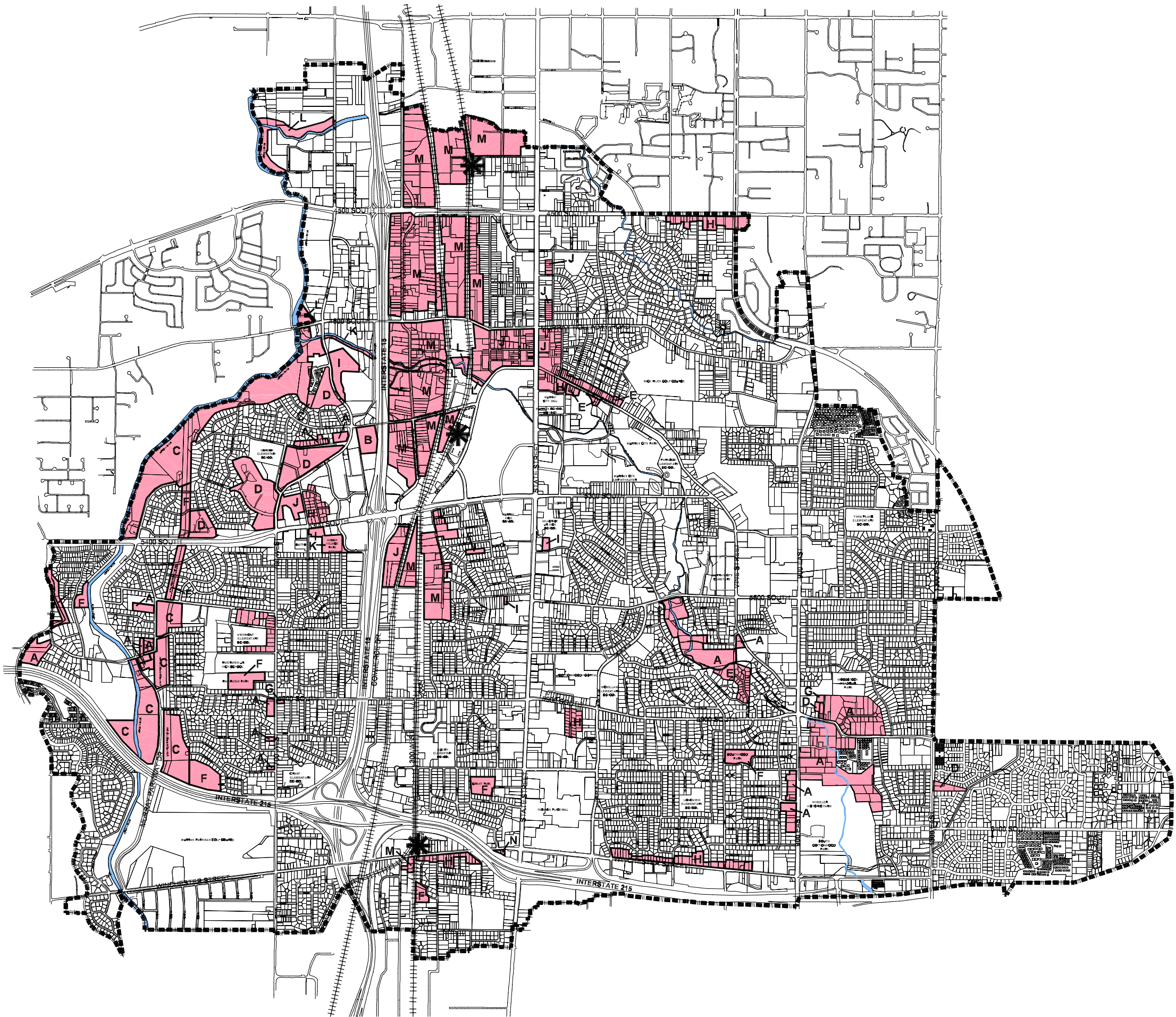
Map 2-4
APRIL 2003



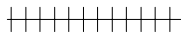

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Murray City General Plan Revision/Update


Proposed Zoning Changes



- A AGRICULTURE TO RESIDENTIAL
- B AGRICULTURE TO OFFICE
- C AGRICULTURE TO OPEN SPACE
- D RESIDENTIAL (LOW) TO RESIDENTIAL (MED)
- E RESIDENTIAL (MED) TO RESIDENTIAL (LOW)
- F RESIDENTIAL TO OPEN SPACE
- G RESIDENTIAL TO COMMERCIAL
- H RESIDENTIAL TO MIXED USE
- I COMMERCIAL TO RESIDENTIAL
- J COMMERCIAL TO MIXED USE
- K COMMERCIAL TO OPEN SPACE
- L INDUSTRIAL TO OPEN SPACE
- M INDUSTRIAL TO MIXED USE
- N RESIDENTIAL TO OFFICE

UTA Trax Station
 Rail Line
 Municipal Boundary

0' 600' 1200' 2400'
 NORTH

Map 2-5

APRIL 2003




MURRAY
PUBLIC SERVICES

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